

COUNTRY East Germany

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SUBJECT Inspection of Signal Installations on
Ruegen Island

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1. The new diaphragm transmitter (Membransender) at Arhona (N55/P69) was 75 percent in operation, because a transmitter element failed as a result of a broken diaphragm. The emergency installation was not able to operate, because the generator was lading. If the power had failed, the installation would have ceased to operate. The old compressed air installation, which had been partly damaged in the war, lies partly in the open as a result of the reconstruction of the new machine house. Still usable were two expansion chambers, each 4.75 cubic meters, 2.5 atmospheres absolute pressure; one 15-hilowatt electric motor, "n" = 480 with starter; two compressors; one transmission; and one three-phase generator.
 2. It was recommended that the electric motor and one compressor be made available to the Research Institute, Navigation and Traffic Signals Department, Berlin-Friedrichshagen, Miggelseedamm 336, for its own use. The other usable equipment, after testing by the Generaldirektion Schifffahrt, could be offered to the Waterway Offices or other offices which could use them. The remainder could be scrapped.
 3. The new diaphragm transmitter at Stubbenhamer (N55/P88) was only 50 percent completed. The generator of a converter plant was missing. The emergency installation was in commission a short time before, so that the transmitter would be able to operate in case of power failure. The old compressed air installation was not operating. The compressor's cooling jacket was cracked, but otherwise well preserved and capable of being repaired. The recognition signal and the horn had been destroyed. Still usable were one 30-hilowatt three-phase motor, "n" = 720; one expansion chamber, horizontal, six cubic meters; one expansion chamber, vertical, two cubic meters; and one compressor, when repaired. It was recommended that the equipment be offered to the Waterway Offices or other offices which could use them.

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